

2006

Census Results

Commuting to Work

September 2009

City of Mississauga, Planning and Building Department

No. 5d

On March 4, 2008, Statistics Canada released the sixth of a series of announcements from the 2006 Census of Canada, which was conducted on May 16, 2006. The release reported on labour, place of work and education. Data regarding commuting to work are contained in this newsletter. Additional data on commuting to work were released on April 2, 2008 and July 29, 2008. For further information regarding the Census of Canada, please contact Statistics Canada at 1-613-951-8116 or 1-800 263-1136 or visit their website at www.statcan.gc.ca.

Commuting Distance

Workers are commuting further to work now than they were 10 years ago. In 2006, the median commuting

distance rose to 7.6 km across Canada up from 7.0 km in 1996. In 2006, Ontario workers traveled 8.7 km to their place of work - the longest median distance in all the Provinces and territories.

Mississauga workers travelled even longer distances, with a median commuting distance of 10.2 km in 2006. Over one-third of commuters travel more than 15 kilometres to work.

Transportation to Work

Nearly three-quarters of Canadian workers drive to work. Despite this majority, the proportion of drivers declined during the last census period from 73.8% in 2001, to 72.3% in 2006.

This is significant because the job

growth in the Canadian economy meant more workers had to travel to work while the percentage of workers driving to work on their own decreased.

In addition, the proportion of people using public transportation or that were passengers in private vehicles increased and a slightly higher proportion of Canadians are cycling and lower proportion are walking to work.

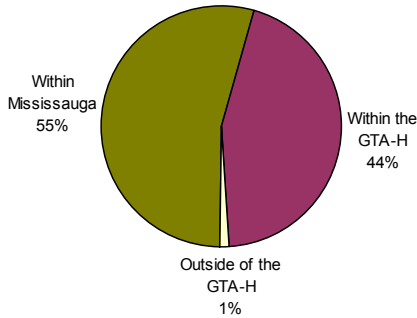
Mississauga commuting to work patterns followed national trends. The proportion of workers driving to work declined (from 74.7% to 72.0%). Workers that were passengers in private vehicles increased (7.1% to 8.6%), workers using public transit increased (14.7% to 15.8%) and

Canada, Ontario, Toronto CMA and Mississauga Commuting Distance (km) of Persons Having a Usual Place of Work								
Commuting Distance (km)	Canada		Ontario		Toronto CMA		Mississauga	
	#	%	#	%	#	%	#	%
All Commuters 15 years and Over	13,041,190	100.0%	5,085,200	100.0%	2,160,020	100.0%	294,340	100.0%
Less than 5 km	4,728,025	36.3%	1,667,290	32.8%	616,735	28.6%	71,545	24.3%
5 to 9.9 km	2,958,550	22.7%	1,099,995	21.6%	506,030	23.4%	72,260	24.5%
10 to 14.9 km	1,736,605	13.3%	671,960	13.2%	350,185	16.2%	49,860	16.9%
15 to 24.9 km	1,785,970	13.7%	793,525	15.6%	387,975	18.0%	58,925	20.0%
25 km or More	1,832,035	14.0%	852,425	16.8%	299,085	13.8%	41,745	14.2%
Median Commuting Distance	7.6		8.7		9.4		10.2	

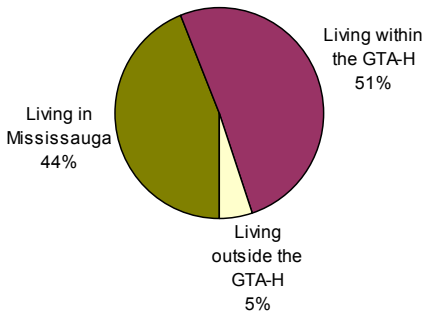
Canada, Ontario, Toronto CMA, Mississauga Mode of Transportation to Work								
Mode of Transportation to Work, Ages 15+, Worked Since 2005	Canada		Ontario		Toronto CMA		Mississauga	
	#	%	#	%	#	%	#	%
Mode of Transportation to Work, Ages 15+, Worked Since 2005	14,714,260	100.0%	5,690,960	100.0%	2,433,060	100.0%	329,490	100.0%
Car, Truck, Van, as Driver	10,644,330	72.3%	4,038,035	71.0%	1,547,535	63.6%	237,155	72.0%
Car, Truck, Van, as Passenger	1,133,150	7.7%	470,410	8.3%	182,445	7.5%	28,185	8.6%
Public Transit	1,622,725	11.0%	736,055	12.9%	540,495	22.2%	51,900	15.8%
Walked	939,290	6.4%	320,070	5.6%	115,625	4.8%	8,540	2.6%
Bicycle	195,510	1.3%	69,035	1.2%	24,690	1.0%	1,230	0.4%
Motorcycle	20,085	0.1%	4,920	0.1%	1,540	0.1%	145	0.0%
Taxicab	32,235	0.2%	12,645	0.2%	4,800	0.2%	425	0.1%
Other Method	126,925	0.9%	39,780	0.7%	15,925	0.7%	1,900	0.6%

Totals may not sum due to rounding

Mississauga Residents Commuting Patterns



Mississauga Labour Force Commuting Patterns



workers that cycled to work increased (0.3% to 0.4%). The proportion of workers that walked to work remained unchanged at 2.6%.

Transit usage in Mississauga at 15.8% surpassed the national proportion. This has been increasing over the last ten years. Sustainable transportation, which includes public transit, walking and cycling is highest among the youngest members of the labour force, and is the mode of transportation of choice for one-third of workers under 25 years of age. Statistics Canada found that workers 35 years of age and over are less likely to use sustainable transportation. In Mississauga, sustainable transportation not only declines with age but also declines as income increases.

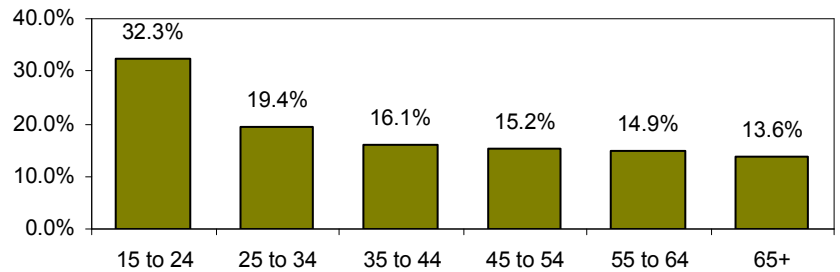
The mode of transportation to work is greatly influenced by place of residence. The greater the distance, the less likely workers are to choose sustainable transportation. While 55% of residents work within the City, Mississauga is a net importer of labour, with 56% of that supply originating elsewhere in the Greater Toronto Area and Hamilton (GTA-H) region, or beyond. See above graphs.



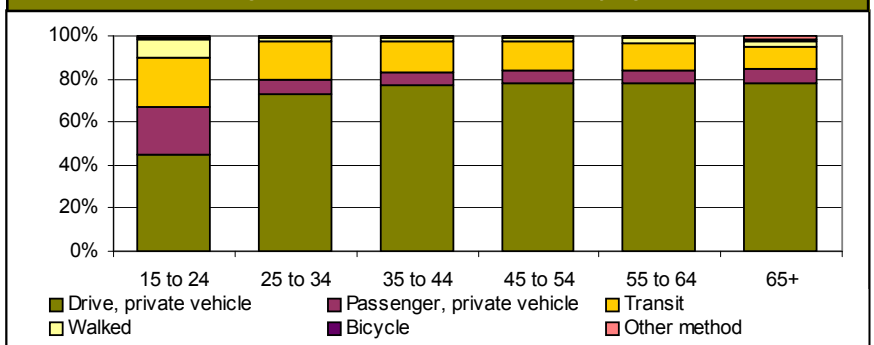
Mississauga Mode of Transportation to Work, 1996, 2001 and 2006

	1996	2001	2006
Mode of Transportation to Work (15 +)	100.0%	100.0%	100.0%
Car, Truck, Van, as Driver	75.0%	74.7%	72.0%
Car, Truck, Van, as Passenger	7.5%	7.1%	8.6%
Public Transit	14.1%	14.7%	15.8%
Walked	2.6%	2.6%	2.6%
Bicycle	0.3%	0.3%	0.4%
Motorcycle	0.0%	0.0%	0.0%
Taxicab	0.1%	0.1%	0.1%
Other Method	0.5%	0.5%	0.6%

Mississauga, Percentage of Commuters by Age Cohort Using Sustainable Transportation (Transit, Cycling and Walking)



Mississauga Workers, Transportation to Work by Age Cohort



Mississauga Workers, Transportation to Work by Income

